

## IN THE RAILROAD WORLD

SANTA FE WILL  
ADOPT SCREW  
RAILWAY SPIKENEW CONTRIVANCE TO HOLD  
DOWN RAILS INVENTED BY  
J. W. KENDRICK

## A GREAT IMPROVEMENT

It is More Durable; Holds Down Steel  
Better and Never Jars Loose—Other  
Notes of the World of Whistle  
and Steam Here and Elsewhere.

J. W. Kendrick, vice president in charge of operation of the Atchafalaya, Topeka & Santa Fe railroad, has come forward as an inventor and has perfected an improvement in railway construction which it is expected will add greatly to the safety of travel and make a considerable decrease in the cost of maintenance of way. Mr. Kendrick has spent a long period working out his ideas and has so far developed them that they have been applied successfully as an experiment on a stretch of eight miles on the Santa Fe's line, and will be adopted in the future on all new lines or rebuilding which the Santa Fe will undertake.

The improvement which Mr. Kendrick has worked out is an adaptation of the German practice of using screw spikes in place of the nail spike which has heretofore been used in the construction of American railways. Mr. Kendrick, however, has carried out the plan to a greater degree and adapted it more closely to the needs of American roads.

The device is regarded as especially opportune now, as the practice of hammering to the use of soft woods for rails and ties is growing, and the cost of oak and other hard woods heretofore commonly in use is rising to a prohibitive level. One of the difficulties in the use of soft wood, however, has been in the fact that the nail spike easily worked loose, offsetting to a certain extent the advantage of durability in the creosoted soft wood tie.

This objection has been overcome by two operations on the soft wood tie by machines which are of Mr. Kendrick's design. The first operation is carried on at a central plant, and consists of two parts. First, a hole is bored at each end of the tie, in a position which will be under the line of the rails, the hole being about four inches in diameter, and by the same operation the hole is threaded, threaded plug. Into this a hole is bored about one inch in diameter. The spike to hold the rail in place is screwed into its center hole. The advantage claimed by the present method is that it is the cutting down of the soft wood rail, and when the hard plug has been cut down it can be replaced by a new plug. The hard plug also prevents the spreading of soft wood, which would allow it to enter and rust the spike. Proofing is further provided for by thorough creosoting of both plug and tie.

It is claimed for the screw spike method of construction that the constant tightening of loosened spikes necessary with the old method is done away with, and there is no danger of the crawling of rails, especially at curves, where the impact of the wheels is most felt. The greater initial cost of the various operations is partly offset by the greater cheapness of the soft wood tie, and the possibility of replacing the plug is said to make the new methods much the more economical. The Santa Fe

is contemplating the laying of about 150 miles of ninety-pound rails, all with the screw spikes, and all new rails on the road will be so fastened. Gasoline engines are used in Mr. Kendrick's device to fasten the spikes into the wood.

## RAILROAD NOTES

Dick Green has reported for duty again.

Conductor W. E. Eastman is at home sick abed.

Conductor W. J. Fugate has reported for duty after having been on the sick list.

Passenger engine 1213 has been assigned to this division from the second district.

Conductor R. Davidson is on the off list today. Conductor George Tripp taking his place.

Engine 1200 was put in service today. Engineer Ed Sears and Fireman F. B. Connell taking charge.

Engineer Arthur Langston and Fireman G. C. Palmer took engine 1603 out of the local shops yesterday.

Engineer Henry Rensing is off duty on account of the serious condition of his mother, who has been in ill health for some time.

R. T. Cundiff, night ticket clerk at Las Vegas passenger depot, has been made glad by the arrival of his family from Burlington, Kansas. They have taken up their residence at No. 710 Grand avenue.

Engineer Pat Boyle, one of the oldest engineers in point of service on the Santa Fe, plying between this city and Raton, has gone to Los Angeles, Cal., on a vacation trip, the first in many years.

Two deadhead equipment trains passed east yesterday, running as third and fourth No. 2. Conductors Larry Cheyenger and L. D. Leeper bringing them in and Conductors Leech and Herford taking them out. Seven cars of ore from the Kelly mine ran down Magdalena mountain in Socorro county Monday and crashed into two passenger cars standing on the Santa Fe switch. Engineer Bowman was seriously hurt in jumping.

Attorney C. C. Catron applied to the district court at Santa Fe on behalf of the Santa Fe railroad, seeking an injunction restraining the New Mexico Central and the Santa Fe Irrigation and Improvement company from building a spur from the lines of the New Mexico Central to the Arroyo Hondo dam site crossing the Santa Fe tracks. Judge McFie has granted a temporary injunction.

Edwin Hawley has succeeded to the throne of E. H. Harriman as the ruler of the railroads of the United States. Within the past few days there has been a change of alignment of the greatest financial powers in Wall street, and they have proffered to Hawley the essence of the Harriman empire, which, likewise, makes Hawley the dominant figure in American railroad field. This change of power marks the end of the long reign of Harriman, and the beginning of a new era. The balance of money power in the railroad situation here that have been brought about by the passing of Harriman. Another change of scarcely less interest during the last few days has been the appearance of a well defined plan to eliminate Harriman influence from the management of railroads outside his own system into which Harriman forced himself during his lifetime.

The Pullman company must put into effect a maximum berth rate of \$1.50 and a maximum seat rate of one-half cent per mile by November 15 or the Kansas state board of railroad commissioners will begin proceedings to compel these rates. The board has served notice on the company for a reduction in the rates from \$3.50 to \$1.50 for a berth for one night. The reason for the action was that the company had put in these maximum rates in Oklahoma recently. The board in its order says that the Kansas population is larger than that of

Oklahoma and that the volume of traffic is larger in that than the state, so that the granting of the lower rates in Oklahoma is said to be an actual discrimination against the Kansas traveling public. The attorney for the Oklahoma board has been gathering evidence to use in a fight for the reduction of the rates for several months and the board was preparing to begin proceedings shortly. The action of the Pullman company in granting the low rates then precipitated the recent order of the Kansas board.

A complaint has been filed before Judge Pollock in the justice court at Sparks, Nevada, by Attorney General Stoddard against the Southern Pacific company, having for its object a test of the constitutionality of the law relating to what is known as the "full crew act." The complaint charges that the railroad has violated this newly enacted law in failing to have the required six men to constitute the crew of a fifty-car freight train. This action was taken at the instigation of the Nevada railroad commission, and is based on the act of the railroad on September 17, when a freight train was maintained between Sparks and Ely, consisting of seventy-two cars, with a crew of but five men, no flagman accompanying the train. The claim is made that for a time following the enactment by the last legislature, the law was complied with by the railroad, but after a while its requirements were violated.

Too much time and energy is wasted in the management of the colossal railway system that the late E. H. Harriman, guided. A new system is being installed. Major Charles Hime, ex-soldier and now a railroad man, is taking care of this reorganization in the west. Recently, he explained, "There is more red tape in the railroad business than in the United States army or in running the government. I have had enough experience to know what I am talking about. You will find in a railroad office a man writing a letter to another man in the next office. The system which we are adopting on the Harriman lines will do away with much unnecessary work. I do not mean that we are going to do this in order to cut down the pay roll. We are doing it to add to the efficiency of the railroad. The railroads which are the first to do away with the red tape and introduce direct systems of doing business in their offices will put themselves far ahead of the others."

In an address before the national association of freight traffic solicitors, William Hodgdon, freight traffic manager of the Pennsylvania lines, discussed the subject, "Traffic Solicitor Must Be a Diplomat." Mr. Hodgdon in part said: "The traffic men of the railroads bring to successful work the qualities which make true men—earnestness, energy, honesty, politeness and persistence. The traffic solicitor who is not a gentleman and a diplomat has missed his calling. Standing at the very point of contact, where the railroad meets its patrons who furnish the dollars that make the railroad possible, the traffic man is the live wire that communicates the needs of each to the other. When the bridge builder erects a fine bridge across a chasm it stands as a monument to which he can point with pride in his old age. When the track builder builds a fine curve or bores a great tunnel to reach the goal he can show it to every man as the product of his brain and energy; but when the traffic man hears the breach between his company and its patrons or reaches out and brings to its rails the freight that yields the money that pays for the bridge, the curve and the tunnel, there is no monument to point to."

## ABSORBLETS

Mamma—And how did you like the country, Willie?

Willie—It's like a park, only they allow a house on it, and they don't keep it up near as well.—Puck.

I wish some one  
Would kindly state  
Just why a  
Curling iron's straight!

Once more the autumn heaves in sight  
And joyously we find we're rid  
Of fish perverse that didn't bite  
And of mosquitoes bold who did.

"Why are you crying, Johnny?"  
"We was playing train and I was the engine."  
"Yes?"  
"And na comed in and switched me."—Judge.

"After all," queried the maiden fair, "what is marriage?"  
"Marriage," replied the young matron, "is the process by which a woman deprives herself of an escort."—Chicago News.

"Don't chide me for carrying a revolver. This little gun saved my life once."  
"How exciting! Tell me about it."  
"I was starving and I pawned it."—Cleveland Leader.

Teacher—Now, boys, here's a little example of mental arithmetic. How old would a person be who was born in 1875?  
Pupil—Please, teacher, was it a man or a woman?—Red Hen.

Two ladies, previously unacquainted, were conversing at a reception. After a few conventional remarks the younger exclaimed: "I cannot think what has upset that tall blonde man over there. He was so attentive a little while ago, but he won't look at me now."  
"Perhaps," said the other, "he saw

## CAUSES SICKNESS

GOOD HEALTH IMPOSSIBLE WITH  
A DISORDERED STOMACH

There is nothing that will create sickness or cause more trouble than a disordered stomach, and many people daily contract serious maladies simply through disregard or abuse of the stomach.

We urge everyone suffering from any stomach derangement, indigestion or dyspepsia, whether acute or chronic, to try **REXALL DYSPEPSIA TABLETS** with the distinct understanding that we will refund the money without question or formality, if after reasonable use of this medicine they are not satisfied with the results. We recommend them to our customers every day, and yet have to hear of any one who has not been benefited by them. Three sizes, 25c, 50c and \$1.00 a box. Sold in East Las Vegas only at our store, The Rexall store. E. G. Murphy.

me come in. He's my husband." Philadelphia Inquirer.

Here the judge took a hand in examining the venetian.

"You don't seem to understand the questions addressed to you by the attorneys," he said. "What they want to know is whether you have formed or expressed any opinion in this case. That is to say, have you told anybody whether or not you believe the defendant guilty of the crime charged against him, or have you said to anybody that you believe him to be innocent?"

"Course not, judge," answered the venetian. "It ain't necessary for me to 'express my opinion' 'bout him. I've known him fur thirty years, an' I know blame well he stole the cow!"

"That will do, Mr. Skiles. You may stand aside."—Chicago Tribune.

S.S.S. FOR  
RHEUMATISM

Rheumatism is in reality an internal inflammation; a diseased condition of the blood cells which supply the nourishment and strength necessary to sustain our bodies. The disease is caused by an excess of uric acid in the blood, which comes from indigestion, weak kidneys, constipation, and other irregularities of the system. This uric acid produces an inflamed and acid condition of the blood, and the circulation, instead of nourishing the different portions of the body, continually deposits into the muscles, nerves, joints and bones, the irritating and pain-producing acid with which it is filled. Then follow the painful and torturing symptoms of Rheumatism. We do not claim for S.S.S. that it is anything more than a first class blood purifier, and that is just what is needed to cure Rheumatism. S.S.S. goes into the circulation, and by neutralizing the uric acid and driving it from the blood, effectually and surely removes the cause of Rheumatism. S.S.S. strengthens and invigorates the blood so that instead of a weak, sour stream, causing pain and agony throughout the system, it becomes an invigorating, nourishing fluid, furnishing health and vigor to every portion of the body, and permanently relieving the suffering caused by Rheumatism. S.S.S. is purely vegetable and will not injure the most delicate system. Book on Rheumatism and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

## MASONIC GRAND LODGE

ELECTS NEW OFFICERS

Albuquerque, N. M., Oct. 20.—The Grand Lodge of New Mexico A. F. and A. M., meeting in Masonic temple for a three-day session yesterday morning elected officers, who will be installed, together with those appointed by the grand master today. The new officers follow:

Frank Johnson, of San Marcial, grand master.

E. L. Medler, of Albuquerque, deputy grand master.

W. B. Walton of Silver City, grand senior warden.

M. R. Williams of Las Vegas, grand senior warden.

A. J. Maloy of Albuquerque, grand treasurer.

A. A. Keen of Albuquerque, grand secretary.

The retiring grand master is Chester D. Stevens of Raton and Frank Johnson of San Marcial retires from the position of deputy grand master. E. L. Medler was formerly grand senior warden and W. B. Walton of Silver City grand junior warden. Mr. Maloy and Mr. Keen were re-elected.

Every member of the grand lodge is attending the sessions here and the meeting has brought to Albuquerque Masons from all parts of the territory. Among those attending the sessions are the following:

Parker N. Black, J. J. Kelly, Silver City; H. W. Hamilton, Aztec; H. F. Johnson, Dr. J. C. Black, Clayton; J. C. Hamilton and James W. Willson, Roswell; W. B. Walton, Silver City; Nathan Jaffa, Santa Fe; T. O. McQuiddy, Las Vegas; G. A. Bryan, Las Vegas; John Spring, Clayton; R. M. Parsons, Roswell; H. H. Kelly, Silver City; J. S. Fitzhugh, Clovis; John W. Sullivan, Clovis; E. R. Cosgrove, Silver City; W. P. Chisum, Roswell;

## Convalescents.

After Typhoid or other wasting  
diseases or low fevers.

Require a pure, gentle, invigorating stimulant and tonic to aid digestion, stimulate and enrich the blood and to give new strength to body and brain. Duffy's Pure Malt Whiskey is invaluable as a tonic when you are run down and depressed; when the heart is weak and the blood sluggish, it builds new tissue. It assists failing nature to resume its functions, insures refreshing sleep and imparts vim and energy to every part of the body. It invigorates the brain.

Thousands of doctors prescribe it, and leading hospitals use it. The standard of purity and excellence for 50 years.

**Duffy's Pure Malt Whiskey**

has brought health and happiness to many thousands of homes during the last half-century. Its virtues have been endorsed by temperance advocates, clergymen, scientists, and men and women in all walks of life, who cannot say too much in praise of the world's greatest medicine.

Be sure you get the genuine—imitations are pure and dangerous. Refuse substitutes. All druggists and grocers, or direct, \$1.00 a bottle. Write us if you are sick, it will cost you nothing to learn how to treat yourself. Medical booklet and testimonials sent free.

Duffy Malt Whiskey Co., Rochester, N. Y.

E. F. Phillips, Artesia; R. W. Randall, Lordsburg; S. T. McKenney, Kansas City; A. B. Pratt, Carlsbad; W. M. Colson, Mimbres; J. H. DeHart, San Marcial; F. A. Standiff, Joseph; Fanning, William Littlejohn, E. E. McNatt, R. W. Williams, J. W. Stone, W. G. Beals, E. O. Blackshaw, G. W. Ward, R. F. Hare, Bentwood; A. D. Goldenberg, J. C. Jones, J. F. McFarland, Frank Johnson, San Marcial; J. A. Massie, Santa Fe; H. C. Goulding, Santa Fe; W. H. McVickers, Gallup; John A. Jenkins, Roswell; A. H. Brown, F. P. Martin, John A. Coulter, Raton; G. M. Alexander, Raton; J. P. McNulty, Cerrillos; Jerry Quinn, Las Vegas; C. S. Worley, Raton; Harvey Russell, Grand Central; E. T. Wilkinson, Clovis; S. Spitz, Santa Fe; R. W. Hoyt, San Marcial; Frank Ellenstein, Mattoon, Ill.; Geo. W. Wilson, Fredonia, Kan.; Chas. De Fliske, Terre Haute, Ind.; S. G. Cartwright, Santa Fe; M. G. Yates, Clarksville, Mo.; H. F. Stephens, Santa Fe; J. A. Jones, Marcellus, Mich.

He—So that is the much-envied Mrs. Richie. She hasn't a very graceful carriage.

She—No, but you should see her magnificent automobile.

Agents for  
BUTTERICK  
PATTERNS

**Rosenwald's**  
ESTABLISHED 1862

Agents for  
SHOES  
ULTRAWomen's High  
Class Apparel

Exquisitely tailored suits possessing all the elegance that can possibly be embodied in a tailored suit. Garments that will give you all the satisfaction to be desired from the best made to order suits. Each garment has an individuality of its own, showing the influence of the French model from which it takes its style character. Garments which insure you exclusiveness in style, for we buy no two garments alike.

27.50, 32.50, 35.00, 37.50, 45.50, \$50.00.

## Tailored Suits With Long Coats

We have an excellent variety of the newest models in long coated suits made from good materials in all desirable colors, neatly and tastefully trimmed at

15.00, 17.50, 21.50, 23.50, \$25.00

## Moyen-Age One-Piece Dresses

are extremely popular in both the extreme and the modified models. They come in a large variety of materials, including Cashmere, Henrietta, Prunella, Broadcloth, Venetian, Panama, Tricot Suiting, Taffeta and Silk Eolienne, in all the best fall colors. Dresses for every occasion, combining style, comfort and service.

9.50, 12.50, 15.00, 22.50, 25.00, \$35.00

## Distinctive Styles in Fall Coats

These garments run through a large range of styles, from the platted skirt, or Moyen Age effects, down to the perfectly plain, loose fitting coats. All are strictly hand tailored garments, well made from the best materials, and give that chic, dressy effect desired by all.

12.50, 15.00, 20.00, 25.00, \$27.50

Hosiery and Under-  
wear

The "Cadet" hose for men, women and children is the best twenty-five cent hose manufactured. Heels and toes are made from pure linen and the knees are made with triple thread. Black and tan in light weight, medium and heavy.....25c pair

Ladies' medium weight pants and vests, fleeced lined, in white, ecru and silver, per garment.....50c

Merode pants and vests, all wool, white or silver, excellent value, \$1.25

Ladies' union suits, fleeced lined, either white or silver, per suit 75c

Ladies' white Merino union suits, all sizes, warm and serviceable....\$1.75

"Perhaps," said the other, "he saw

Knit Goods  
SWEATERS

are the most popular knit garment manufactured. This season they come in a variety of styles from 27 to 42 inches long. Cardinal, Oxford and White are the favorite colors, and a solid color with collar, cuffs and pockets of a contrasting color is much in demand. Prices range from \$3.00 to \$10.00.

## Knit Skirts

These necessary garments come in navy, cardinal, black and white, either solid colors or with contrasting border stripes. Prices 35c to \$1.50.



## WELCOME WORDS TO WOMEN

Women who suffer with disorders peculiar to their sex should write to Dr. Pierce and receive free the advice of a physician of over 40 years' experience—a skilled and successful specialist in the diseases of women. Every letter of this sort has the most careful consideration and is regarded as sacredly confidential. Many sensitively modest women write fully to Dr. Pierce what they would shrink from telling to their local physician. The local physician is pretty sure to say that he cannot do anything without "an examination." Dr. Pierce holds that these distasteful examinations are generally needless, and that no woman, except in rare cases, should submit to them.

Dr. Pierce's treatment will cure you right in the privacy of your own home. His "Favorite Prescription" has cured hundreds of thousands, some of them the worst of cases.

It is the only medicine of its kind that is the product of a regularly graduated physician. The only one good enough that its makers dare to print its every ingredient on its outside wrapper. There's no secrecy. It will bear examination. No alcohol and no habit-forming drugs are found in it. Some unscrupulous medicine dealers may offer you a substitute. Don't take it. Don't trifle with your health. Write to World's Dispensary Medical Association, Dr. R. V. Pierce, President, Buffalo, N. Y.,—take the advice received and be well.

Are You Thinking  
of Buying

A HOUSE? A LOT? A HORSE?  
AN AUTOMOBILE? A BUSI-  
NESS? A MUSICAL INSTRU-  
MENT? You will serve your own  
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